AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGLE, 8, Clement's Lune, Lombard Street. George Street & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUBL DRACON & Co., 160 & 154, Leadenhall

PARIS AND EUROPE;-LEON DE ROSNY, 19, Rue Monsieur, Paris. NEW YORK:-Andrew Wind, 133, Nas-

sau Street. AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GOBDON & GOTCH, Mel-

bourne and Sydney. BAN FRANCISCO and American Ports generally :-- Bran & Black, San Fran-

SINGAPORE AND STRAITS:-SAYLE & Co., Square, Singapore. C. Heinszen & Co., Manila.

CHINA: - Macao, Messrs A. A. DE MELLO & Co. Swatow, CAMPHREE & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, Hyden & Co. Shanghai. LANE, CHAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CHAW-FORD & Co.

### Banks.

HONGKONG & SHANGHAI BANKING CORPORATION,

PAID-UP CAPITAL, ..... 5,000,000 Dollars. RESERVE FUND,......1,800,000 Dollars,

COURT OF DIRECTORS. Chairman-W. H. FORBES, Esq. Deputy Chairman-Hon. W. KESWICK, E. R. BELILIOS, Esq. | WILHELM REINERS. H. L. DALRYMPLE, F. D. Sassoon, Esq. W. S. YOUNG, Esq. H. HOPPIUS, Esq.

A. Molver, Esq.

CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq.

MANAGER.

Shanghai,..... Ewen Cameron, Esq. LONDON BANKERS, -London and County

> HONGKONG. INTEREST ALLOWED.

N Ourrent Deposit Account at the rate of 2 per cent. per annum on the daily halance. For Fixed Deposits :--

For 3 months, 3 per cent. per annum. 4 per cent. 5 per cent. ,,

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON,

Chief Manager. Offices of the Corporation, No. 1, Queen's Road East. Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

T) ATES OF INTEREST ALLOWED ON FIXED DEPOSITS. At 3 months' notice 8% per Annum. 33

On Current Accounts at Rates which can be ascertained at their Office. D. A. J. CROMBIE,

Acting Manager. Oriental Bank Corporation,

Hongkong, November 23, 1878. CHARTERED BANK OF INDIA, AUS-

TRALIA, AND CHINA.

CAPITAL, ....£500 000. RESERVE FUND,.....£150,000.

Bankers. THE BANK OF ENGLAND. THE CITY BANK.

NATIONAL BANK OF SCOTLAND.

HE BANK'S BRANCH in Hongkond grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DE-

On Oberent Accounts, 2 per cent, per annum on the daily balance.

ON FINED DEPOSITS. 8 months, 8 per cent, per annum. 4 per cept. . . 5 per conte

for sale.

RECENTLY ARRIVED,

FOR SALE.

ODGERS'S CELEBRATED CUT IL LERY. WATERLOW'S and DE LA RUE'S STATIONERY. DESSERT and DINNER SERVICES. TABLE GLASSWARE.

GENTS' TOOL CHESTS. CABIN SUSPENSION and BULK HEAD SWINGING LAMPS for OIL. CABIN SWINGING CANDLE-STICKS.

SIGNAL and MASTHEAD LAMPS, (Latest Admiralty Regulation). TUBE EXPANDERS, Assorted Sizes. ENGINEER'S HAMMERS. MATHEMATICAL INSTRUMENTS.

COPPER WIRE GAUZE. SPIRIT LEVELS, INDIA RUBBER SHEETS, Assorted

INSERTION RUBBER, Assorted Sizes. INDIA RUBBER DOOR MATS. INDIA RUBBER SUCTION and DE-

LIVERY HOSE. CANVAS DELIVERY HOSE, LEATHER BELTING.

A Large and Choice Assortment of American and English ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS, INSTRUCTIVE and AMUSING. EDUCATIONAL WORKS.

WORKS OF REFERENCE. PRESENTATION BOOKS.

NOVELS, &c. MUSIC & SONGS,

by First-class Composers, OPERAS, MUSICAL INSTRUCTION BOOKS, &C.

> of SHERRIES. Very Fine "O. K." BOURBON WHISKY. CHATEAU DE FRANDS. (A fine full flavoured Breakfast CLARET.) BRANDIES. GIN, LIQUEURS.

LAMMERT, ATKINSON & CO. Hongkong, February 21, 1879.

FOR SALE. TAUGENE RIMMEL'S TROPICAL LOWER WATER.



SUPERIOR TO ALL SIMILAR PREPARATIONS. VOGEL & Co., Sole Agents for China. Hongkoig, February 19, 1879.

Intimations.

NOTICE. THE CEDITORS of GEPR & Co. are required to send in all CLAIMS to the Undesigned, on or before SATUR-DAY, 5th April, 1879. per pro. GEPP & Co.

FRANK HYDE. Canton, March 25, 1879. TATANT.D, for H. M. S. Charubdis.

A lUSICIAN (Violin Player). For tens, do., Apply on BOARD.

Hongkog, March 25, 1879.

THE CINESE INSURANCE CO., LIMITED. NOTICE.

TATR. J.BRADLEE SMITH has this Dapeen appointed SECRETARY to the abor Company.

By Ordeof the Board of Directors, WM. REINERS. Chairman.

Hongkoy, March 24, 1879. HONGKEG AND WHAMPOA DOOK

CMPANY, LIMITED.

NOTE TO SHAREHOLDERS.

CONTRUTING Shareholders are requeid to send in an ACCOUNT OF BUSINESSCONTRIBUTED during the half year end 31st December 1878, on or before Arch 31st, on which date the Accountfill be Closed. By Orr of the Board of Directors,

D. GILLIES, Secretary: Hongng, February 25, 1879.

DENTAL NOTICE,

T.R. ROGERS will visit SHANGHAI ting the Summer Months, leaving Honord on the lat of April next. Honong, February 10, 1879.

HOTICE, TIRM the 1st of October. A EASTLACKE will receive his PATIES at his new DENTAL ROOMS, No. 5QUEEN'S ROAD CENTRAL, over the Medit Hall.

Hoxong, September 25, 1878,

intimations.

CURCIER and ADETS' CLARETS. COURVOISIER'S BRANDY. CHUBBS' SAFES. WHITBREAD'S STOUT, VAN HOBOREN'S GIN. FOSTER'S Bottled ALE and STOUT. SILBER LIGHT LAMPS. French JAMS, Confiturerio de St. James. STARKEY'S GOLD LACE and OFFICERS' DECORATIONS. BAXTER'S CANVAS. KOHNSTAMM'S CHAMPAGNE.

Hongkong, February 27, 1879.

IRON WORK. GILBEY & SONS' WINES. Bass's DRAUGHT ALE. LETTS'S DIARIES. ISIGNY BUTTER. TEACHER'S WHISKY. CONSTABULARY REVOLVERS. THE NEW LIFE JACKET. LONDON & CHINA EXPRESS, OVER-LAND MAIL, and THE HOME NEWS.

LANE, CRAWFORD & Co.

Beg to call Special Attention to the following Departments:—

COAST ORDER DEPARTMENT: ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

SPECIAL ORDER DEPARTMENT:

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GAR-DEN FITTINGS, FURNITURE, PIANOS, MEDICINES, BILLIARD TABLES, ARMS, &c., &c., ordered from England, at a Commission (all trade discounts being allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent. on amounts under \$100.

FORWARDING AGENCY:

PACKAGES OF CURIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the United Kingdom by each P. & O. Mail, Charges in full collected teither here or from the Consignees as desired. Particulars required with each Package are, Contents for declaration at Customs and value for insurance.

EIGHT PER CENT. SILVER LOAN

Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth Year of Kwong-Sil (9th October, 1878.)

Haiquan Taels 1,750,000-Shanghai Taels 1,949,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 11th April, 1879. The First Instalment of Interest being payable on 5th October, 1879, in HONGKONG AND SHANGRAL

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY (ACCORDING TO THE CHINESE CALENDAR) DRAWINGS. PRINCIPAL AND INTEREST PAYABLE IN HONGKONG.

PRICE OF ISSUE-PAR.

TIBE HONGKONG AND SHANGHAI BANKING CORPORATION hereby invites SUBSCRIPTIONS FOR SHANGHAI TARLS 1,787,000 of 8 PER CENT. Bonds at the issue Price of PAR, payable as follows:-

> SHANGHAI TAELS 10 per cent, on application, 15 days after allotment,

The Bonds will bear interest at the rate of Shanghai Taels eight per cent, per annum, payable half-yearly according to the Chinese Calendar, as per annexed Schedule, at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on-Shanghai) and Shanghai,

The first payment of interest on the full amount of each Bond will be payable on 5th October, 1879, at the above-mentioned places. The Bonds will be redeemed at par within six years (1884) by j11 half-yearly Draw-

ings, commencing 5th October, 1879, of Shanghai Taels 162,500 each, the balance of the Loan, Shanghai Taels 162,000, being paid off on 9th August, 1884. The Drawings will take place in Hongko g in February and August in each year, and the Bonds so drawn will be paid off at par on the respective dates specified in

annexed Schedule at the Uffices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shangbai) and Shangbai, after which dates interest on the Bonds so drawn will cease. The Loan has been authorized by an Imperial Decree, dated 9th of October, 1878.

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the ports of Shanghai, Foochow, Canton, Ningpo and Hankow-the five Forts which have the largest Customs' Revenue of the ampire-to the extent necessary for the due payment of interest and repayment of principal of the said Loan,

The special hypothecation of Customs' Revenue to meet the charge of the present Lian is constituted by the dejosit with the Hongkong and Shanghai tanking Corporation of Customs' Bonds, signed by the Viceroys and Governors of the respective Provinces in which the Ports referred to are situated, which Bonds will be held by the Bank in trust for the holders of this Loan. These Cuctoms' Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

Certified Translations of the Official Decoments authorizing the Loan, may be inspected at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong ap7 and Shanghai. Default in payment of any instalment at the due date will render all previous pay-

ments liable to forfeiture.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the d posit will be applied towards the payment of the final instalment,

Bonds to Bearer will be issued against Allotment Letters and Bankers' Receipt.

JOHE	is eq ,ta	OWIOL	ATTT DG T	samen udanın	ar whoir	ment P	attern s	ng Du	urele. I	receibe.	٠
	**					Princip	al. In	terest.	1	otal.	
let	netal	ment	due 5th	Cctober, 18	79	162,500	.0069	325 8	1241,	825 81	1
200	_	31		March, 188							4
3rd		11	28 d	September	1880 .	162,500	0 56	717 6	9219,	21,.59	
4th	1	2)	19th	March, 18	Bt	162 500	0060	,413.4	8212,	913 48	
5th	0.0	31	12th	September,	1881	102,500	0044	1,109.3	7206,	609 37	
6:h	1 "	33	8th	arch, 188	2	162,500.	.0037	805.2	620.,	$305\ 26$	
7th	i.	11	lst	September,	1882	162,500	0031	,501 1	5194,	U01 15	
8th	1911	. \$2	25th	February,	1883	162,500.	.0026	,197.0	4187	697.(4)	
Oth	100	21 .	- 21st	august, 18	83	16z 500	018	3,692.9	31 1,	392.93	
10th	١	7)	- 14th	February,	1884	162,500	001	,688.8	2175,	088 82	
11th		33 "	<b>∂</b> '₽	August, 18	84	162,000	0 5	,284 7	1168,	284.71	
	- 6		1	-	-						

Changhai Taels......1,787,000.00 415,867.86 2,2 2,657.86

Applications (Forms of which can be obtained at the offices of the Bank) accompanied by a deposit of Shanghai Tacle Ten per cent., will be received by the hibnghong and Shanghai Banking Corporation until the Fleventh day of April, 1879, on which cate the allotment will be made.

For the HONGKONG & SHANGHAI BANKING CORPORATION, ADENTS ISSUING THE LOAN,

(Signed)

T. JACKSON: Chief Manager,

Hongkong, 6th March, 1870.

WANTED. RESPECTABLE FEMALE-To TAKE CHARGE OF TWO LITTLE BOYS on the Passage from Hongkong to Lonpon, in a Blue-funnel Steamer leaving early in April,

Intimations.

日四初月三年卯己

For Particulars of Terms, apply to MESSES LANE, CRAWFORD & Co. Hongkong, March 22, 1879.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

SATURDAY,

the 29th March, 1879, at 2 P.M.,-At FAIRLEA, LOWER FLOOR, the whole of the SUBSTANTIAL DAY, the 29th Instant, at Daylight. HOUSEHOLD FURNITURE, comprising :-

English-made Blue Rep-covered Mahagony Drawing-room Suite, Richlycarved Blackwood Centre Table, Pier Glass, Engravings, Persian Carpet, Lace Curtains and Cornices, etc., etc.

English-made Extension Dining Table, Side Board, Chairs, Crockery, Glass and Plated-Ware, American Bed with Mattresses, Iron Bedstead, Wardrobes, Marble-top Toilet Table and Mirror, Marble-top Mahagony Chest of Drawers and Mirror, Marble-top Washstands, Couch, Chair, Cloth Horses, Bath-tubs.

Catalogues will be issued, and the whole to be on view the day before the TERMS.—Cash before delivery in Bank

F. RAPP, Auctioneer.

Hongkong, March 25, 1879.

PUBLIC AUCTION. SUBSTANTIAL ENGLISH AND CANTON-MADE HOUSEHOLD FURNITURE. MANTEL-PIECE MIRRORS, ENGRAVINGS, CROCKERY-WARE, GLASS-WARE, PLATED-WARE,

AMMERT, ATKINSON & Co. have received instructions to sell by Public Auction,

. &O.,

THURSDAY,

3rd April, 1879, at 2 p.m., at the Residence of C. Vocet, Esq., No. 2, Queen's Road,-

The whole of his SUBSTANTIAL HOUSEHOLD FURNITURE, &c., Comprising:

Brown Rep-covered Mahogapy Drawing-room Suite, Marble-top Blackwood Round Table and Tea Poys, Sets of Canton Tea Poys, Flower Stands, Canton ases, Mantel-piece Mirrors, Engravings and Chromo Lithographs, Fender and Irons, Lace Curtains and Cornices, Drawing-room Billiard Table with Marking Board, Cues, &c., &c., Teakwood Dining Table and Whatnots, Sideboard, Arm Chairs, Green and Gold Dinner Set, Hand Painted Dessert Set, Glassware, Platedware, Cutlery, Ice Chest, Meat Safe, American Bedwith Spring and Hair Mattresses, Couch, Chairs, Cheval Glass, Lady's Writing Desk, American-made Bureau, Wardrobe, Marble Top Toilet Table and Mirror, Marble Top Washstand and Services, Chest of Drawers, Clothes

A COTTAGE PIANO, by DOERFEL STEINFELSER & Co.

Horse, Bath Tubs, Commodes,

Catalogues will be issued, and the whole will be on view the day before the Sale. Terms,—Cash before delivery in Bank Tobiasen, Master.

Notes. Hongkong, March 19, 1879.

PUBLIC AUCTION.

TO BE SOLD by PUBLIC AUC-. TION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,-THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz :- Inland Lots Nos. 749, 781 and 782, with the Substantially Built CEASES To-day. DWELLING House and Business PREmises, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILLS, VATE, STOCK, and TRADE FURNITURE and Fir-

For further Particulars, apply to Messrs SHARP, TOLLER, and the 31st December last. JOHNSON,

Solicitors, Supreme Court House, admitted a Partner from This Date. Hongkong. Hongkong, March 5, 1879.

Shipping.

Steamers. FOR SWATOW, AMOY & FOOCHOW. The Steamship Capt. Young, will be de-

on THUKDDAY, the 27th Instant, at Day-For Freight or Passage, apply to DOUGLAS LAPRAIK, & Co.

spatched for the above Ports

Hongkong, March 24, 1879. FOR SHANGHAL (DIRECT). (Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN and NEWOHWANG. The Steamship

"GLENFALLOOH," Capt. TAYLOR, will leave for the above Port on SATUR-For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, March 25, 1879.

Bailing Vessels.

FOR NEW YORK.

The A 1 American Bark "T. A. GODDARD." Captain SMITH, will load here for the above Port, and ha e

For Freight, apply to

Hangkong, March 12, 1879

FOR SAN FRANCISCO. The A 1 American Ship CHARMER,"
Captain Lucas, will load here
for the above Port, and will

have quick despatch. For Freight, apply to

> FOR HAMBURG. The A 1 German Schooner "FORMOSA,"

VOGEL & Co. Hongkong, March 17, 1879.

FOR NEW YORK. The A I American Ship "GOLDEN RULE," Lewis, Master.

VOGEL & Co. Flongkong, February 26, 1879.

FOR PORTLAND, The A I American Bark "STILLMAN B. ALLEN," TAYLOR, Master. For Freight, ay

Hongkong, February 26, 1879. FOR LONDON.

For breight, apply to VOGEL & Co.

Hongkong, February 18, 1879. FOR SAN FRANCISCO. The A 1 American Ship "BLACK HAWK,"

For Freight, apply to VOGEL & Co. Hongkong, January 30, 1879,

> FOR LONDON. The 3/3 L. I.I. Norwegian Ship " UMARLIDE," For Freight, apply to VOGEL & Co

Hongkong, January 30, 18: 9, FOR NEW YORK. The A 1 British Bark The A 1 British B
"HAZELH!
GOUDEY, Master. "HAZELHURST," For Freight, apply to VOGEL & Co.

Hongkong, January 30, 1879.

lotices of Firms.

NOTICE. HE INTEREST and RESPONSIBILITY of Mr F. GROBIEN in our Firm

SANDER & Co. Hougkong, March 1, 1879. NOTICE.

THE INTEREST and RESPONSIBILITY OF Mr WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED ON Mr CHARLES VINCENT SMITH L

RUSSELL & Co. Hongkong, January 1, 1879.

quick despatch. RUSSELL & Co.

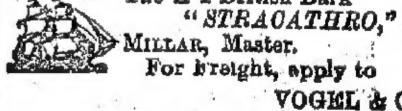
RUSSELL & Co. Hongkong, March 7, 1879.

BURGWARDT, Master. For Freight, apply For Freight, apply to

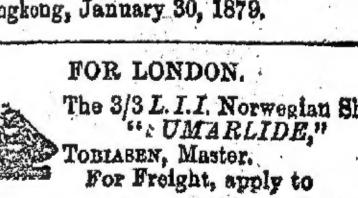
For Freight, apply to

For Freight, apply to VOGEL & Co.

The A 1 British Bark



Howland, Master,



Moreton Bay, March 1st at 1 p.m. pro-

ceeded; 2nd at 8.37 p.m. anchored in Kep-

pel Bay, and at 9.40 p.m. left; 3rd stopped

off Bowen at 10.45 p.m., and at 11.15 p.m.

left; on 4th at 8.30 a.m. arrived at Cleveland

Bay, and again proceeded at 12 40 p.m.;

5th at 10.50 a.m. anchored off Cooktown,

and at 6.10 p.m. proceeded; 7th at 10.55

a.m. anchored off Thursday Island, and at

4.35 p.m. left; 17th at 4 p.m. arrived at Tanjong Pagar Wharf, Singapore; 19th at

5.50 p.m. proceeded for Hongkong, and on the 26th at 11.30 a.m. arrived in Hong-

kong Harbour. The Bowen experienced

light head winds and calms to Singapore,

and from thence to Hongkong strong N.E.

POST OFFICE NOTICES.

Per ship Sydenham, at 3 p.m. To-morrow, the 27th inst.

Per Flintshire, at 3.30 p.m., on Thurs-

Per Priam, at 10.30 a.m., on Friday, the

Per Glenfalloch, at 5 p.m., on Friday, the

will be despatched on SATURDAY,

the 29th inst., with Mails to and

through the United Kingdom and

Europe vid Brindisi or Southampton;

to the Straits Settlements, Batavia,

Burmah, Ceylon, India, Aden, Egypt,

Australian Colonies, E. or S. Africa,

N.B .- This Packet carries no mails for the

MAILS BY THE UNITED STATES PACKET

The United States Mail Packet Gaelic will

which will be closed as follows.

until the time of departure.

Hongkong, March 26, 1879.

MAILS BY THE FRENCH PACKET .-

be despatched on TUESDAY, the 1st

April, with Mails for Japan, San

Francisco, and the United States,

(except for Non-Union Countries) may

be posted on board the Packet with

can no longer be sent by this route.

through the United Kingdom and

bay, Aden, Suez, and Alexandria.

MAILS BY THE UNITED STATES PACKET

which will be closed as follows:-

until the time of departure.

Hongkong, March 21, 1879.

2.15 P.M.

2,30 P.M.

Registry of Latters ceases.

(except for Non-Union Countries) may

can no longer be sent by this route.

HOURS OF CLOSING

THE CONTRACT MAILS.

French Contract Packets :-

which remains open all night.

10 A.M.—Registry of Letters ceases

11 A.M. -- Mails closed, except for Late

11.10 4 M .- Letters may be posted wit

11.30 A.M. - when the Post Office CLOSE

11.40 A.M.-Late Letters may be posted

18 cents until time of departure.

General Memoranda,

Goods per Anadyr undelivered after

Noon, subject to rent and landing

Daylight,-Glenfalloch leaves for Shang-

Noon. - English Mail leaves for Ports

2 p.m. - Sale of Household Furniture, &c.

Daylight,-Hailoong leaves for Amon

8 p.m.—Cocidental & Oriental S. S. Co.

9 p.m. - Meeting of Zetland Lodge.

2 p. m. - Sale of Household Furniture, &c.

Noon .- Branch Mail leaves for Ports of

at Mr Vogel's residence, No. 2, Queen's

Steamer leaves for Yokohama and San

on loard the packet with Late Fee of

7 A.M. -- Post Office opens.

Late Fee of 18 cents until

Day before departure,-

Day of departure,-

patterns ceases.

Letters.

entirely.

FRIDAY, March 28:-

SATURDAY, March 29:--

of Call and Europe.

SUMDAY, March 80:-

TUESDAY, April 1:-

Francisco.

WEDNESDAY, April 2:--

THURSDAY, April 8 :-

SATUBDAY, April 6:--

at Fairles Lower Floor,

charges.

MAILS BY THE BRITISH PACKET.

Malta, and Gibraltar.

nor for Mauritius.

monsoon with heavy head sea.

MAILS will close:-

day, the 27th inst.

For MANILA .--

For SAIGON .-

LONDON. --

28th inst.

28th inst.

For SHANGHAL .--

## Intimations.

HONGKONG WHARF & GODOWNS STORAGE.

OODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Torms, with quick despatch.

MEYER & Co.,

Proprietors. Hongkong, November 29, 1878. my29 HUTCHINGS begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &c.,

from 1st October, and trusts that they may grant him their support, SHOP - WELLINGTON STREET, opposite

the Cathedral. Hongkong, September 20, 1878.

NOTICE TO MARINERS.

No. 98.

CHINA SEA. BHANGHAI DISTRICT,-WOOSUNG

RIVER. WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, shewing the depth of water on the Bar during the day.

An explanatory diagram, shewing the signals which indicate the depth of water from 10 feet to 241 feet and which will shew the same in approaching the signal station both from Shanghai and from sea-

ward, is added herewith. To indicate a rising tide a ball will be hoisted at the mast head.

In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the masthead, and the half feet by a red and white flag at the yard arm.

By order of the Inspector-General of

GERALD E. WELLESLEY.

Acting Engineer-in-Chief. Imperial Maritime Customs, Engineer's Office, Shanghai, 81st Jan., 1879. ap1

Shangual,	OTELAR	TI'4 TO12!	- Thr
Depth of water in feet on Bar.	South Yard-arm. North	Depth of water in fe	et E - E - E
10	A	171	
101	AZ	18	
11		181	DA
11 <del>1</del> ,		19	0 0
12		$19\frac{1}{2}$	0 X
123	<b>A</b>	20	X
13		201	X 0
131	<b>4</b> X	21	X
14	(株)	211	XA
141	聯	22	X 🔷
15	震響	221	X X
151		23	🛕
	- A		A

Volume Seventh of the "CHINA REVIEW."

 $24\frac{1}{2}$ .....

16.....

161......

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No. 4.-Vol. VII.  $\rightarrow OF$  THE-

cochina beview of CONTAINS-

Jottings from the Book of Rites. Brief Sketches from the Life of K'ung-The Ballads of the Shi-king.

Translations of Chinese School-books. The Critical Disquisitions of Wang Chung. Alchemy in China. Appendix to Wylie's "Coins of the Ta-

Ch'ing Dynasty" "Hien Fung" Period Short Notices of New Books and Literary Intelligence. Notes and Queries :-

A Few retty Additions to Dr Douglas' Dictionary. Trouts in Uhina. Ancient Vases. Inheritance.

Greeting the Spring. Adoption. The Term Kwai, Mongol and Yuan-pao. Leasehold Usage, Chinese Coins.

Coronation of the King of Loochoo. The Ouigur Alphabet. Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, March 21, 1879.

Not Responsible for Debts.

Mother the Captain, the Agents, not Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay In Hongkong Harbour !-

NEUEMIAH GIESON, American barque. Capt. D. Eradford-Meyer & Co. JOHARN FRIEDBICH, German brig, Capt.

A. H. Kroncke. - Wieler & Co. GULDEN FLEECE, British barque, Capta

James Wiltshire. - Gilman & Co. Onetha, British ship, Captain S. Clytta. -Gibb, Livingston & Co.

JAN PETER, German barque, Capt. Klh. Ewett. Meyer & Co. URANOS, Norwegian barque, Captain L.

Berg .- Arnhold Karberg & Co. CHotte, British barque, Captain John Harrison. Douglas Lapraik & Co.

Arior, German steamer, Capt, Bunje,-

#### Intimations.

NOTICE.

Estate of JAMES GYE, Medical Attende ant at the Chinese Government Coal Mine, near Kelung, Deceased.

MLAIMS against the above Estate should be lodged with the Undersigned not later than the 15th day of April, 1879. ... A. FRATER,

H. B. M.'s Consul.

H. B. M.'s Consulate, Tamsuy, 12th March, 1879.

sotices to Consignees. COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

S. S. ANADYR.

CONSIGNEES of Cargo per S. S. For STRAITS, SUEZ, COLOMBO, AND Euphrate, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consigness, before To-DAY, the 21st Instant. at 1 p.m., requesting it to be landed here. Bills of Lading will be countersigned by The British Contract Packet Bokhara,

the Undersigned. Goods remaining unclaimed after FRI-DAY, the 28th Instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, March 21, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES,

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. 2.15 P.M. Registry of Letters ceases. This Cargo has been landed and stored at | 2.30 P.M. Post-Office closes, but Letters their risk and expense.

No Fire Insurance has been effected. G. DE CHAMPEAUX.

Agent. Ex "Ava,"

HJAH (in cross) No. 107, Aldridge Salmon & Co., 1 case Hosiery, from London. Ex " Amazone,"

No. 4045, Order, 1 case Cotton, from The French Contract Packet Amazone wil London. J H H No. 14, Order, 1 case Hosiery,

M F (in diamond) J W P (underneath)

from London. Hongkong, March 15, 1879.

fo-day's Advertisements.

FOR AMOY, TAMSUI & TAIWANFOO. The Steamship "HAILOONG," Captain Goode, will be despatched for the above Ports on SUNDAY, the 30th Instant, at Day-

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, March 26, 1879

## SHIPPING

ARRIVALS.

March 25, midnight, Fuyew, Chinese steamer, 920, Croad, Shanghai March 22, 11 a.m., General.—C. M. S. N. Co. March 26, Juno, H. M. corvette, 1029, James A. Poland, Yokohama March 10, and Nagasaki 19.

March 26, Bowen, British steamer, 1500, Miller, Sydney Feb. 25, Moreton Bay March 1, Keppel Bay 2, Bowen 3, Cleveland Bay 4, Cooktown 5, Thursday Island 7, and Singapore 19, General.—Gibb, Li-VINGSTON & Co.

DEPARTURES.

Mar. 26, Atalanta, for Holhow. Rajanattianuhar, for Bangkok, 26, Ningpo, for Shanghai. 26, Fuyew, fc. Canton.

CLEARED.

Deucation, for Shanghai. Forward, for Fortland (Oregon). Douglas, for Coast Ports, Stonewall Jackson, for Portland (Oregon).

> PASSENGERS. ARRIVED.

Per Bowen, from Sydney, &c., Mrs Miller, Mr T. A. Singleton, Capt. Schultze and daughter, I European in the Steerage, and 350 Ohinese. Per Fugew, from Shanghai, 101 Chinese,

DEPARTED.

Per Atalanta, for Haiphong, Mesers O. von der Heyde, Constantin; and Carrique, Mr and Mrs Symphor, one French Soldier, and 28 Chinese | for Hollow, 79 Chinese. Per Ningpo, for Shanghai, Miss Porter. Per Rajanattianuhar, for Bangkok, 388

TO DEPART. Per Forward, for Portland (Oregon), 276

Per Douglas, for Coast Ports, 8 Europeans, and 450 Chinese. Per Stonewall Jackson, for Portland (Oregon), 1 European, and 382 Chinese.

## SHIPPING REPORTS.

The Chinese atsamer Fuyew reports : Fresh Northerly wind and fine to Tungying, then strong N.E. wind and ran as far as Chapel Island, thence to port moderate breeze and fine weather.

The British corvette Juno reports ! Experienced strong favorable winds or calmaon the way from Nagasaki. The E. and A. M. S. Bowen reports On the 25th Feb. at 12.15 p.m. left Wharf, at Bydney, and 27th at 4,50 p.m. anthered in

Call and Europe. TUENDAY, April 15 1-Tp.m,-American Mail leaves for Tokohama and San Francisco.

MEMOS. FOR TO-MORROW Shipping.

Daylight. - Douglas leaves for Coast Ports.

HONGKONG DISPENSAR Established A.D. 1841.

THE

港 大 築 房

A. S. WATSON & Co., FAMILY & DISPENSING CHEMISTS. WHOLESALE AND RETAIL DRUGGISTS, 1MP ORTERS

Daugusts' Sundries, Nursery Requi-SITES, TOILET REQUISITES, ENGLISH, AMBRICAN, AND FRENCH PATENT MEDICINES. MANUFACTURERS

Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision. Hongkong, June 1, 1876.

The publication of this issue sommenced a! 7.20 p.m.

HONGKONG, WEDNESDAY, MARCH 26, 1879

THE following Notification appears in the Government Gazette of this day's date :-

GOVERNMENT NOTIFICATION. Frederick Stewart, Esquire, having reported his return to the Colony, has resumed his duties as Head Master of the Central School from the

21st instant. Under instructions from the Right Honourable Sir Michael Hicks-Beach, Scoretary of State for the Colonies, the Offices of Inspector of Schools and of Head Master of the Central School are

separated. His Excellency the Governor has been pleased to appoint the Revd. Dr. E. J. Eitel to be Inspector of Schools. By Command,

W. H. MARSH, Colonial Secretary's Office,

Late Fee of 18 cents extra Postage Colonial Secretary. Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Hongkong, 25th March, 1879. Monte Video, Paraguay, and Uruguay We have no hesitation in characterizing the above announcement as the official record of a very serious blunder, and also of an act of great injustice, on the part of H. E. the Governor, towards an old and respected servant of the be despatched on SATURDAY, the Colony. The official changes above 5th April, with Malls to and notified will be matter for surprise to THE are informed by the agents (Messrs many, they will cause pain to not a few, Jardine, Matheson & Co.) that the S. S. Europe, vid Naples; to Salgon, Etra te and their annunciation will again bring | Glencoe left Singapore for this port yester-Settlements, Batavia, Burmah, O. ylon, forcibly before the community the fact Pondicherry, Madras, Calcutta, Bcm. that Mr Hennessy is gifted with a talent for doing most extraordinary things in a very extraordinary way. Were the object of the Queen's Representative to log and returned to her anchorage this be despatched on TUE-DAY, the 15th disorganize the service in this Colony afternoon, having been round the island. The United States Mail Packet Alaska, will by introducing discordant elements into April, with Mails for Japan, San its ranks, by humiliating those who have Francisco, and the United States. honourably and faithfully served the Government and the public, and by checking the legitimate promotion of the Post-Office closes, but Letters subordinate officers of any department, then such an unfortunate design might be posted on board the Packet with in great measure be fulfilled by acts like Late Fee of 18 cents extra Postage the supersession of Mr Stewart above Times. recorded, and the immediate effects of Correspondence for Non-Union West Indies (except the Bahamas and Hayti), such displacement. We would be very Monte Video, Paraguay, and Uruguay sorry to allege that Mr Hennessy has not the good of the Colony and the welaplo fare of its service at heart, because, after a fashion of his own, he doubtless tries to perform his duty as a faithful servant of Her Majesty; but the eyes of any one conversant with the history and conditions of Hongkong cannot be closed to The following hours are observed in closing the effects of such action as that now Mails, &c., by both the British and directly aimed at the gentleman who, up to yesterday, filled the responsible position of Inspector of Schools. It may not be generally known that Mr Stewart 5 r.m.-Money Order Office closes; Post Office closes except the Night Box, has been Inspector of Schools and Head Master of the Central School for over seventeen years-having come fresh from the Aberdeen University with first-class bonours to take up the appointment in Posting of all printed matter and

December 1861—and that he has acted in that capacity, with the exception of the periods when he served as Police Magistrate and Coroner, ever since that date If earning the entire confidence of successive Governors up to the reign of Mr Hennessy, and deserving the universal respect and esteem of an evershifting community, mean anything, then the post of Inspector of Schools was a position which the officer who had so as a right. But let us see how the thing was managed. Before Mr Stewart left for England on leave, it had become evident that, while the Inspector and Head Master was the champion of the Central School, the Governor had become a very doubtful friend of that institution and looked coldly upon those who warmly advocated its claims. During Mr Stewart's absence, His Excellency did not cease to attack the Government system of education, and certainly was not guilty of any superfluous courtesy in commenting upon the acts of the absent official. Judging fairly from the surface of current events, the sympathics of the community and Mr Stewart lay in one partially correct, as the at stages of the direction, while the Governor and the hearing pointed to a reence of certain denominational party had a strong leaning the other way. The services of Dr. Eitel were enlisted partly from that gentleman's liberal anti-denominational views and partly because of his deserved reputation as a scholar and the post of tion will follow whateverecision may be Inspector of Schools and that of Head arrived at. This latter to of the matter

distinct. To the separation of the two

offices no reasonable objection can be

without even the salve conveyed by "provisionally" or "acting," the community naturally inquire whether Mr Stewart has been guilty of any grave official crime, or whether the serious departmental sin of independence has militated against his obtaining his just rights. It seems to us impossible that this action on the part of Mr Hennessy can meet with the approval of the Secretary of State.

Concerning the last paragraph of the

notice, that referring to the new head of

the Education Department, we think that the community have grave reason for complaint, Mr Hennessy has gained some little credit for his endeavours or promises to improve the interpreting and translating branches of the service, and he has obtained votes towards that end. Dr. Eitel was generally regarded as the best man who could possibly be obtained for this particular department, and the matter was regarded as settled: but with that fatal facility in expedients and surprises for which the Governor is so celebrated, the worthy Doctor now turns up as "a dark horse" which Mr Hennessy has been secretly keeping in reserve for this other race, and wins the cup for which he was never originally intreated harshly and unjustly, the subordinate officers of the Central School Dr. Eitel filling a suitable post in the wardness of his position. For the sake of all concerned it is to be hoped that the Interpretorial and Translation Department may speedily be formed.

#### LOCAL AND GENERAL

The next American Mail may be expected here about the 9th or 10th April, by the P. M. steamer Alaska.

WE have to acknowledge receipt of the Customs Medical Reports for the half-year ended 80th September of last year.

WANT of space has prevented us hitherto from publishing our Canton letter: it will appear as soon as pradicable.

H.M.S. Vigilant went outside this morn-

TRAINING for the coming Spring Meeting at Singapore on the 22td April next is now in full awing. There are thirteen or fourteen horses with four or five China ponies taking their morning fallops, and there is promise of a good nesting.-Singapore

WE understand that the China Merchants' Steam Navigation Company are supplying their steamers with an extra stock of arms as a precaution against pirates. There appears to be a great fear of pirates prevalent at the present time. The Chinese had a rumour that the S. S. Kwangtung left this with a gang of pirates on board, on her last trip north Rumours spread rapidly in China, whither there is any foundation for them ernot.

reducing the usance o Hastern bills from elsewhere. six to four months, th following note is from the Pail Mall Grette :- " The question is one of high imprtance to the trade with the East. In to old days, when communication with Idia, China, and the Straits Settlements waby means of sailing ships, whose course la round the Cape of Good Hope, it was iceasary for a merchant sending cotton let us say from Bombay to London, tdraw his bill at six months' sight. The citon probably would not arrive till after thoills; and time was required for sale and syment. But now long and ably filled it might fairly claim cotton arrives in abouthree weeks through the Suez Canal | and | is the same with indigo, coffee, rice, another produce. sentation in England, id vice vered, has no ra son d'être i it simply nables such houses as the Collies and othe of whom we have heard in connection wh the City of Glasgow Bank to manufadre accommodation paper, and keep themsives affoat to the injury of the legitimateraders."

WE bear that a telegratian reached town others versus Goto Shoo had been concluded, and that the advisge lay with the freely used as weapons of offerce. defendants. This, hower, can only be matters of account to a the party. Under any direumstances, the al has been all along regarded in the lit of a test case, and it is almost certain to diplomatic ac-Master of the Central School were made indeed has been almosthe only thing which has invested the dray hearing with which two worthles named made | but when the experienced In- any public interest here, is to be feared spector is quietly relegated to the com- that the Japanese Courte it yet have to paratively subordinate position of Head wait for perjection.

Master without any explanation, and In to-day's Government Gazette the despatch from the Secretary of State for the Colonies to Governor Hennessy, approving of the steps taken to increase the night patrols of the Police, is published as a Government notification, "by command." This despatch appeared in last week's Gazette in English: it has now been translated into Chiuese.

The returns connected with the business of the Superior and Subordinate Courts of the Colony for the year 1878 are also published for general information.

Certain correspondence also appears in to-day's Gazette concerning the cultivation of the Eucalyptus on this Island. His Excellency the Governor calls for a report on its growth, suggesting that perhaps other varieties than the Globulus might flourish here. The report given by Mr C. Ford, Superintendent of the Botanical Gardens, is as follows :--

"I regret to have to report that the condition of the trees at this time, nearly three years after planting, does not promise well for the success of the Blue Gum in this Colony. Out of the 400 which were planted, about 100 only are now alive, and of those the majority are small and sickly In all cases where the trees were planted . tended to run. The new Inspector of in soil in its hard natural state (the holes Schools is thus placed in a false made were only about two feet square) the position, the late Inspector has been growth has been exceedingly weak, as a rule there being only a single unbranched stem about six feet high. But where the trees were planted in soit soil that had been have been cruelly disappointed, and the artificially loosened, as by filling in near to community of Hongkong have had a the buildings, and in the earth pit on the fresh reminder of the old Singer's advice lower side of the Aberdeen Station, and "Trust not in princes or men's sons." where these situations are sheltered, the We should be sincerely pleased to see growth has been rapid and side shoots developed abundantly, but even of these trees the stems are too weak to support the Colonial service; at present he is "the heads. If the leading shoots of the trees round man in the square hole," and he had been shortened occasionally during has to thank Mr Hennessy for the awk- 1877 and last year, no doubt the stems would have been sufficiently strong by this time to support the heads without the assistance of props which are still attached to the trees.

"From the facts before us, I conclude that the climate or soil of Hongkong is totally unfit for the cultivation of Eucalyptus globulus for timber, but if the Eucalyptus has anti-malarious properties in a greater degree than other trees-which however, is much doubted by many scientific men-and it should be considered advisable to make further trials of it here on that account, I believe that it might succeed if grown as bushes, which might be done by a proper system of pruning, and if the soil were loosened well before planting.

" Eucalyptus amygdalina and Eucalyptus citriodora have not, to my knowledge, yetbeen tried in this Colony, but the latter would be likely to succeed fairly as it is indigenous to Queensland, which possesses a climate approaching the one of Hongkong. The former is found in New South Wales, Victoria, and Tasmania—the two latter being also the native countries of Eucalyptus globulus—therefore it is not

likely that it would succeed here. " Eucalyptus platyphytia and Eucalyptus maculata, the former indigenous to Queensland and North Australia, the latter a native of Queensland and New South Wales, have done very well indeed within our garden ; they were planted about the same time as the 400 Blue Gums, Both kinds are now about 24 feet high, their average growth being about seven feet per year."

The Hon. W. H. Marsh, Colonial Secretary states in a minute that the Blue Gum has also been tried in Mauritius without auccess, owing, it was believed, to the climate being too hot; and the Governor winds up the discussion by the following

"Though it has also failed here as a tree, yet Mr Ford's suggestion of planting the Eucalyptus globulus as a bush may be tried, and also the experiment of growing the Eucalyptus citriodora as it is found indigenous in Queensland. Mr Ford can take the necessary steps for getting seeds from Queensland so as to have 4,000 Seed lings of the Eucalyptus citriodora planted in Hongkong as soon as possible, in the proper planting season."

Another notification concerning the Education Department is also published, Reference to the action of the Banks in which we reproduce, with a few remarks.

> Police Intelligence. (Before U. V. Creagh, Esq.) March 26, 1879.

There were one or two interesting cases before the Magistrate to day, -one in which two chair-coolies named

So Aking and So Ako, were charged by Mr J. Keating (of Messre Driscoll & Co. a) with assaulting him. It appears that complainant hailed a chair, and one came; as the complainant was in the act of getting into it, the defendants rushed at him, the pole of their chair striking him in the stomach and causing him great pain. Comaix months' currency | bills after the pre- plainant got into the chair he at first intended to bire, when the defendants began o beat the other coolies. They were then given into custody. Mr Creagh fined them \$1.50 cach.

Chan Asin and Wan Ass two boatmen, were fined \$10 each, or three weeks hard labour, and ordered to be exposed in the stocks for three hours at Market Wharf. for fighting. It appears they wanted to to the effect that the co of Jardine and get alongside the wharf with their boat, and in doing so knecked agains another boat. A quarrel followed, and stones were

> George Porter, a private (No. 551) 27th Regiment, was charged with being drupk. assaulting people in the street, damaging a street-chair, and assaulting the police. He was fined \$3 or 7 days' imp isor ment, and ordered to pay a dollar amends to the chair coolies, or suffer 2 days' further impri-

in portable articles of value, would do well. to take warning by the following case in Chan Ashap and Lau Achtin, who deter cribed themselves as traders, were obsiged by Mr William Ross, Manager at Mesare Falsoner & Co. s. Guern's Road Control

Shopkeepers, especially those who deal

Mr Ross stated that at about 4 p.m. three times before, who on each occasion went there to look at ringe, but never made a purchase. Mr Ross showed the defenhe refused. He handed the defendants five rings which he placed on the top of the show-case. They examined the rings: the ring produced in Court, Mr Ross said, was one of the five rings handed to defendants. The two defendants stood together between they had not replaced it on the case with the other four which they had been looking at. They moved towards the door, and Mr Ross then accosted them and enquired what they were going to do with the ring. He spoke in English; the 1st defendant understood a little English. An umbrella was taken from the hand of the 2nd defendant and turned upside down, when the ring fell from it to the floor.

either the umbrella or the ring. The men purchasing; he was a seaman unemagain. He never saw 1st defendant before.

and never spoke to him in his life. The 1st defendant, who had been kept out of Court while the 2nd defendant was making his defence, said that he had known the 2nd defendant for 2 or 3 months, and that they went to the complainant's shop to buy a ring. They lived together at Second Street. The umbrella was the 2nd defendant's property. Complainant wanted \$10 for the ring, and he (defendant) leave the premises when he was accused of stealing the ring. He was searched, but ring fall from the umbrella, nor did he see it picked up from the floor at the 2nd defendant's feet. He (1st defendant) was a Swatow. He did not know 2nd defend-

ant's occupation. Mr Ross, on being recalled, stated that after he had given the defendants in charge, he found a revolver on a chair in the store, near the place where the 1st defendant had been standing; the rovolver was not there before.

The case was remanded.

Tsang Afu, a cargo boatman, and Wong Akau, a coulie, were charged with piratically attacking fishing-boat No. 430 and stealing \$20 in silver, and clothing valued at \$20, on the 14th instant. The case was remanded, as the fishing boat is absent from the Colony at present.

## Marine Court.

LOSS OF THE S.S. "YESSO."

MARCH 20. A Marine Court of Enquiry was held at the Harbour Master's Office this afternoon,

White Dogs rocks on the 17th. The Court comprised :- Hon, C. May Chief Police Magistrate) president; J. P. McEuen, Esq., Acting Harbour Master; Robert Thomson, Esq., Master British steamer Radnorshire; H. B. Gibb, Esq., Unofficial Justice

of the Peace; and Captain McMurdo, Government Marine Surveyor.

Captain Samuel Ashton, sworn, deposed:-I was the master of the late steamer Yesso. I have been at sea 24 years, and on this coast since 1857, and have held a master's certificate since 1864. I first commanded in 1866, and have been continuously in command of a steamer since that time, with the exception of 2 years. The Yesso left this about 10 a.m. of Friday, the 14th instant, for Swatow, Amoy, and Foochow. The phip's company consisted of 63 persons, including myself. We had about 200 passengers, 25 boxes of specie, valued at \$100,000, about 200 chests of opium, 50 tons of lead, and a general cargo. We anchored at Hope Bay on the night of the 15th, got under way again at daylight, and got into Swatow about 8 a.m. On Monday a number of the passengers. Left Swatow 6.10 p.m. I took the ship out of the river. We had about 90 Chinese and one European passenger (Mr Sheppard). The wind was about N. E. by E. We cleared the land at about 1 past 7. The wind was light and sea smooth. The night was dark and inclined to be foggy, with a falling barometer. I did not deem it prudent to shape course through Namoa Straits which is my course E. & S. by the compass; that is, true E. 2 S. At this time the high summit of the about 2 miles. It was my intention then. of the Boat rocks. At this time the tide went down to dinner, leaving the Chief Officer in charge of the deck. At 7.40 p.m. the Chief Officer came down, and reported to me that the Lammock light was in eight. We were then steaming at the rate of 84 knots an hour; the light was distant about 22 miles. About 5 o'clock I went on deck with Mr Sheppard, and at 8.80, the light still being in sight, altered the course and steered direct for it, our head being E. 2 N. by compass, giving a true bearing of the light E. & N. 1 then went to my room; leaving orders with the officer of the watch (the 3rd officer) to steer direct for the light. I was several times on the bridge taking the bearings of the light between 8,30 and 9.50 p.m. At 9.50 p.m. I-went on the bridge, and remained there. The light was lost sight of her for half an hour through right shead. I noticed that there was a squalle Captain Kidley deserves great southerly set of the tide; and therefore praise for the way in which he brought his ship up in such a quarter to save us: hanled up E, and by N. giving a true course of E. At 10.40 p.m., I went into the scarcely expected that he would come in: chart-room and pricked off the ship's of both the Gaslio and Hailsong, and their position on the chart. I allowed the vessel to have made 7 miles an hour through the officers. water. I allowed one mile an hour current against her, so that I allowed 8 miles an hour over the ground. There was also a said he did not think it necessary. There I took the besting of the light roughly, ten shight set to the southward; but not a was the light as a guide, and this was the great deal, as the bearing of the light phannel he had always been in the habit struck; it bore N. E. nearly. It looked was not very much attered. The light of using, and, to his knowledge, it was free about a mile and a half off at first when

went into the shop to look at some of the ship going down in deep water. I The reason Capt. Goode and I sgreed that bring off all those remaining. After she By Capt. McEuen :- When the Captain bottom until, just immediately before the also knew she had no water-tight compart- it was useless to stand by the wreck then left the ship, however, I could see altered the course, saying, "Oh I see it," vessel struck, I got 7 fathoms. At the ployed, and only arrived in the Colony the ments. I gave orders to clear away the was that it was blowing a gale of wind, that there were still people on the how far off should you think the light was? speed the vessel was going that night day before yesterday. He did not know boats, but not to lower them, I also ordered and that nothing could be done without wreck. Then I tried to induce these -About a mile. That course, at the dis- I could get the bottom at seven fathoms complainant's house, and could not find it to sound the ship, and to sound round the ship. divers and lighters; we thought it better other men to go off sgain, and then tried to tance of a mile, would have taken us right. It was a very dark night. I saw no rocks ship. The men sounding round the ship have no complaint to make of the conduct refused to go. There were six of them. The rocks under the bow were scarcely visi- to the ship after the second trip. ble at the time she struck. I called my be used, at the same time the boats to be out on deck several times. After I turned to have been seen, at all events her funnel the glasses, I saw breakers right ahead, but are in the habit of taking narrow lowered, passed aft and provisioned. By in, I heard the man who was heaving the and maste. the time this was done the ship was making lead, but did not hear what the words were. By Mr May:-I have repeatedly been too late to allow of anything being done to strong and erratic currents. No matter water rapidly. I ordered the passengers, I was awakened by a shock, and, going on through this Channel since I have been in avert the ship striking. The rocks were how careful one may be in his dead reckonor as many of them as could safely go, to get deck, found the vessel was on shore. I the Yesso, nearly always at night, but almost level with the water. orderly; each boat was hauled up to the were told by the Captain to go to the fore Running from Swatow to Amoy we gene- you that I saw the white foam. I saw it such currents. Most coasters get into the hang on to the ship till daylight. There after, as the ship began to settle down, White Rocks. I have experienced no By Mr May :- There was a look-out man The water was up to the engine room door, or fused to go at first as it was blowing so hard. to investigate into the circumstances attend- forward sponsons. At the time of striking, There was great risk in the ship's men going official No. 48,343, which was lost on the creased towards daylight. At daybreak the were justified in refusing. The Chief Officer call witnesses, Captain Goods, and Captain between Swatow and Amoy, has been, at board paddle box, reported to me that the boat was one of the ship's life-boats. other three boats had disappeared. I knew fishing boat took some hours to get to the at midnight that the second mate's boat had

this time the water had risen, and it was in the morning only one was left. The blowing a heavy gale. We remained for- night was pitch dark. Considering the ward until the ship broke to pieces, when short distance between Swatow and the we took to the port paddle box, and when Island, and that the light was in sight that was washed away we managed to get nearly all the time, I do not consider that on to the walking beam. During this time, there was any particular risk in Captain in endeavouring to get from the forward Ashton adopting the course he did. part of the deck to the paddle box, a small boy; some seven years of age was washed man's point of view, of course? we discharged about 300 tons of cargo and overboard, and drowned. The father, or person in charge of this boy, was one of By Capt. Ashton:-I was on deck soon about dark the same evening (17th). At the passengers who remained on board, after the ship struck, and heard you con-It was impossible to do anything to ferring with the Chief Mate and Chief save the boy. When the fishing boat Engineer as to the advisability of attemptattempt to come alongside of us; she the kind. anchored about 300 yards from the ship, About half-past two in the afternoon, when the water had fallen, she made a successful given. attempt to come alongside, and succeeded in usual route. At + past 7 p.m., I shaped a landing us on the rock where the passengers were that had been landed by the Chief Officer's boat. About 8 o'clock a large Cape of good Hope bore 8. W. true, distant steamer, which proved to be the Gaelic, came in sight. She observed our signals if it came on foggy, to go to the southward and immediately came to our help, tain Kidley anchored his steamer, and sent some going off to the Gaelie with me in the river, until we got clear of the Sugar Loaf was at the second hour of the ebb. I then his boat ashore for those on the rock, who, fishing bost, were all relieved in two trips. About four, or half-past four, the Hailoong was sighted. I then went on board her to confer with Capt. Goode as to the wisdom of remaining by the wreck. As it was blowing a gale of wind, and as nothing could be done, without lighters and divers, Capt. Goods decided to go to Hongkong: I came with him, and arrived here on the morning of Wednesday the 19th. The Gaolio bad arrived an hour before us. The fishing boat people behaved very well indeed. The erew deserve great praise for their action: I do not know that; had she not helped us; we would have lost our lives. The Gaelic would probably have seen us. After we saw the steamer we

Asked why he did not shape his course over the stern found 64 fathoms; at the to the south of the Rocks altogether; witness born L. by Al distant 6 miles. That is my quently used by steamers. When through same on dock | when I took the bearing philophy haliting at 10:40 when I withing the control po has 1160 61 example only safer on safer on

We received great kindness from the Captain

into the ship's boat. This was done quite returned to my cabin and dressed. We oftenest going from Amoy to Swatow. starboard ladder, and they went into the past of the ship. I told the Foochow men rally use the Namoa Straits, except on almost under her bows, and just before she habit of trusting more to their eye-aight boats there. I told them to drop astern, and to obey the Captain's orders, which all did. dark dirty nights, when we use the struck, -in fact almost at the same mogave them strict orders that they were to The boats were then get ready and shortly channel between Lammock Island and the ment. were four boats; they were in charge re- most of the passengers were put into them. difficulty in making out the distance of the stationed right in the bows, I saw him esived me, and I trusted to it. spectively of the Chief, Second, and Third Some of us remained by the ship's side light. We have generally passed it about a relieve the other man at 10 o'clock. He forward. When I found she was mak- was so extremely dark that we could not Yesso I should have adopted exactly the tion to his work. ing water rapidly I ordered the engines to see the rooks from the bows of the vessel, course Captain Ashton did. I believe the be turned ahead slow, and also put out an except through the flashes of lightning. I misconception as to the distance of the wheel-house to the bows is 30 or 40 feet. anchor from the bow. My great fear was got off by the first boat to a rook above the light was caused by the nasty misty rain were kept moving until the water put out time the ship was breaking up. The chief call it, arising from rain. the passengers were being put off into the more passengers off; the Chinamen in boats I had blue lights and rockets fired, in the boat's crew refused to go again. The hopes of attracting any passing vessels or fishing boat then went twice, and eventually fishing boats. In about an hour from strik- they were all brought from the ship, a.m. ing, the ship was at an angle of 45 degrees, There were two fishing boats ; the men, were the after part of her being under water; taken over by one from the other. They rethe sea was smooth; the wind and sea in- again; they were tired. I cannot say they chief mate, who was alongside, by the star- believed they should be made to go. The

wreck. The life-boat afterwards broke drifted away from the ship. Shortly after adrift and went out to sea. The fishing daylight the ship commenced to break up boats were deck-boats of considerable size; rapidly. At daylight we saw rocks that I they would carry say 15 people without the knew, and judged our position. I sent the orew; more than that number were brought. remaining boat away to land the passengers I did not see the boy drowned : that was on a large rock which was seen above water, after I left. There were two Engineers a quarter of a mile to windward of us. [(Europeans) on board with Captain Ashton, They did that, and came back to the ship, and a number of Chinese, when I left. and took another lot off. There was also a All the Captain's orders were carried out native fishing boat which came off to our promptly, and in an orderly manner. Everyassistance. The ship's boat, after making thing that could be done was done to save tion. two trips, did not return; and I was then passengers and orew. The boats were left with 16 other people on board. By ordered to lie alongside till morning, but

Capt. McEnen. - That is from a lands.

Witness .- Yes. which eventually rescued us, came to- ing to back the ship off. They agreed that wards the ship about noon, she did not it would be unsafe to attempt auything of

> Witness was thanked by the Court for his attendance, and the information he had

William Young Hunter, the chief officer,

deposed :- I have been at sea about 17 years. (Certificates, Chief Mate's and Master's, handed in.) I have been twelve years an officer; six years in China, three years and a half in the Yesso. I recollect the vessel leaving Swatow on the 17th, about 6.10 p.m.; we proceeded down the of the Cape of Good Hope at 7.15. It bore S.W. I should say it was about 4 miles off. The course was then set E. by & . S. that would be E. 4 8, true. At 7.40 sighted the high Lammock light bearing E. N. true. When I left the deck, at 5 or 10 mindtes past 8, the course was still the same, I hove the log in at 8; she was then going about 61 knots. The patent log was also set and put over, when the bigh summit bore S. W. It was not hauled in at 8 o'clock. The night was dark, the wind about N. E. by E., a fresh breeze; but not very much sea on, then, as we were under the shelter of Namos Island. I turned in about 8.30, and know nothing of what went on till I felt the ship strike. The gongs in the engine foom were ctruck immediately. I at once went on deck. I went to

see that the boats were all clear and ready for lowering ; but was told not to lower them then. I sounded the pumps, but she was making very little water for the first 20 minutes. Sounded round the ship, and fore-gangway I found about 8 ft. of water. minutes or a quarter of an hour after she

with stealing one gold finger ring valued | the course to E. by N. I N. by compass, as soon as he was past the light he could seemed quite close. The Captain, the stern and found 8 fathoms. While the giving a true course of E. by N. I N. This shape a clear course for Amoy. Going to Chief Engineer, and myself had a confer- beats were ibeing cleared away, I went who was at the wheel on the night in quesbrought the light slightly on the starboard the North there were other rocks in the way; ence as to the advisability of backing off; down to the lazarette to see if the tion, deposed:—I was at the wheel, steerbow, and I steered on this course for 5 or 6 and for this reason he did not go to the N. | we come to the conclusion that if we did so | vessel was making water. I found about ing, from 10 o'clock. I got the course at yenterday the two desendants went into the bow, and a see that the store and asked to be shewn some rings. minutes, when there came a very vivid flash Witness continued:—I did not think I was she might sirk in deep water and cause 12 inches of water and reported to the 10 o'clock E, by N. and she was kept on that we were much nearer, the light-house this channel, because I had the light to guide ed, provisioned and manued, and passed went down again and found only about 13 altered to E. by N. 1 N. for five minutes, than I had at first supposed. The Lammock me. Had I done what I usually de-run astern. As soon as the ship began to make Inches. We began to work the after pump. then brought back. E. by N. again; then island appeared not to be more than ? of a for the light until I made the island—this water rapidly the passengers were passed The Captain then gaye orders to lower twenty minutes afterwards the Captain mile distant. I fancied I could see plainly accident would not have happened. I was into them, one boat coming up to the gang- down the boats. I went into the glg, and called "hard aport," and the vessel struck. using some rings, and the light-keepers. I there- deceived by the flash of lightning which, I way at a time. The Captain gave orders with two of a crew and I4 passengers, laid Her head was then E. From the wheelfore concluded that I had allowed too much believed, showed me quite distinctly the that the boats were to remain by the ship off. The Captain gave orders to remain by house I could not see the light on Lammock for the current. I then altered the course, dwelling houses etc., on shore, and made till daylight. By the time my boat was the ship till daylight. My boat was made Island. bringing the light on my port bow, intending me fancy that I was much more nearer it full, the steamer had begun to settle down; fast to the stern of the second life boat, in Archibald McIntyre, the chief engineer, to pass through the channel between White then I really was. The night was intensely the stern was under water. I then made charge of the tindal; shortly after we got deposed to being woke up by the shock, and Rocks and Lammock island. About 2 past dark, but I did not realise, this until after fast to the starboard paddle-box. I remained astern I found my boat and that in charge instantly going to the engine room; saw the 11 the ship struck on the rocks. I thought I we struck. The lights showed well enough. there until daylight, when I found my boat of the tindal adrift. I told him to let go my engines stopped, and safety valves released. saw something black on the port bow about In foggy weather I would go cutside, clear was the only one remaining. I came painter, and try to fetch up to the ship Captain Ashton then sent for him, and wargaming about the price for about eight of the tindal's boat asked him what distance off he considered minutes. He (Mr Ross) knew that the three seconds before we struck. I thought of everything; but seeing the light so on board the ship and reported to again. I lost sight of the tindal's boat asked him what distance off he considered it was a portion of the island, and I gave the well I considered we were quite safe. the Captain that all the other boats were Failing to fetch the ship I tried to fetch up the light to be. He said a mile or a mile order "hard aport," but before the helm was When we struck, the engines were going gone. He told me to bring my boat to the rocks on the port side, which we could and a half. The Captain asked him when altered the vessel struck. The night was a little faster than they were at 10 o'clock. port side. This was done. All the pas- just see. We could not do so as there was there he thought it would be advisable to very dark, but the light shewed up brilliantly. The soundings would have given me a sengers came on deck as it was intended to too much sea, and there seemed to be a cur- try and back her off. He said it would not The bearings of the light altered very better test of our position, but as I did not send a rope from the ship to a rock close to; rent. I kept the boat's head to sea till be advisable, as the ship had no water-tight rapidly after I brought it on the port bow. consider we were in any danger I did not but it was found that this was impracticable. about four o'clock, when the crew refused compartments, and he understood there The log was hove every 2 hours. She was stop the ship and sound. The lead was As I found the passengers jumping into my to work,—there were only three men was deep water under the stern. It being going 82 knots at 8 o'clock, and at 10 o'clock being hove, but found no bottom. I have boat, so as to risk swamping her, I pulled who could pull—and we had to drift: explained to the witness that the distance is 6 knots. There was a man in the chains passed through this channel perhaps some away from the boat, and landed the pas- At daylight 1 rigged a sail, keeping much more than 11 mile, he said, when he from ten o'clock until she struck. There was thirty or forty times, at night. On a fine sengers I had on a rock a quarter of a mile the wind on the starboard quarter found next morning that the light was a man on the look-out forward. Two or night I should have gone through the off I came back and managed to get up to intending to fetch Swatow. I sighted Green much further away than he had calculated, three minutes after passing the red light Namoa Strait, but did not deem it prudent | the ship and get more of the passengers into | Island, near Cape of Good Hope, and ran | he attributed his misjudging the distance 2nd defendant said he knew nothing about which shews over the Boat Rocks, the on this occasion, as the night threat-ned to the boat; landed them on the rock too. The into Hope Bay for shelter. We landed to the hazy and deceptive nature of the atvessel struck, her head at the time be foggy. I consider it was quite prudent crew of my boatsaid they were tired, and ask. there by sampan. I then went overland to mosphere, which he did not suspect at the being about E. I signalled to stop the to go 8 knots an hour on a night like that, ed me to get a sampan to go off. I thought Swatow, where I found the second mate time. fendant, and was never in his (2nd defend- engines. I did not give the order to go approaching the channel between the they wanted a rest only, and got a fishing had arrived, and left again for the wreck ant's) possession. He (2nd defendant) astern, because I thought there was danger Lammock Island, and the White Rocks. boat to go off. I. hoped she would in the Hailoong.

At first there was no water reported in the to come to Hongkong for assistance. I bully them into it; but all except one man through the channel. I must have been before the vessel struck. found 5 fathoms abreast the paddle wheel, of the men, except the Chinese portion of I am afraid we would not have been able to both sides, and 6 fathoms over the stern. the boat's crew, who refused to return again reach the wreck. Another boat, a fishing Lisjudging the distance !- No. The light the wreck having been so fully deposed to, boat, went, but could not fetch the wreck. | was quite high above the sea, and very | Capt. Ashton asked leave to address a Edward Sheppard, merchant, Foochow, She anchored right astern the wreck. bright, and did not seem more than a mile few words to the Court. He said -You Chief Officer and the Chief Engineer up, and who was a passenger on board the Yesso, de- After being there some two hours she off. The night was extremely dark, and have heard the evidence, and I have no conferred with them as to the advisability posed:—We left Swatow a little after 6p.m. managed to get to the wreck, and saved the light very brilliant. I have been four doubt you will be able to come to a of attempting to back off on the rocks. The Dined at 6.80, Capt. Ashton being on deck. Captain Ashton and the others, landing or five times through the channel at night just conclusion. My certificate in result of our conference was that we held He then came down to dinner. A little them on the rock where we were. About by the Yesso, it unadvisable then. About ten or fifteen after eight o'clock I went on deck, and into an hour and a half afterwards the Gaelic minutes after this, the Chief Engineer his cabin, and was with him until 11.30. came up, and sent a boat ashore for us. I they could not come to terms, he turned to reported to me that the vessel was making During that time the Captain asked the do not know if we were seen by the people No. water. I ordered the after bilge pump to Officer on watch several questions, going of the Lammock Island; the steamer ought

exact distance off. Court adjourned till to morrow at 10 after he altered the course.

Second Day-March 26th.

The Court sat to-day at 10 a.m. the channel between the Lammock Island, passage through Namoa Strairs. In rainy and the White Rocks was the usual and dark weather, when it is difficult to make ordinary channel for coasting steamers. out the land, I use the channel between the a great many times, and used it at night.

no doubt that this was the usual channel they are liable to mislead you. You may be night and day; but for the satisfaction of quite near them or a good distance off; and the Court, and for his own satisfaction, Capt. great caution is undoubtedly required. Ashton could, as he had a perfect right to | Were I in the least doubtful I should reduce do, call any witnesses he chose, and the speed. Running for the light on an E. Court would be glad to hear them even & N. bearing and not being certain of although it might be a work of supereroga- my distance I should ease the engines.

.The Court decided to hear the evidence. himself nearer to the light than he really Frederick Tickell, the third officer, whose is. It is very deceptive at a distance of certificate (second mate's, granted at Mel- a mile, or a mile and a half. You steer bourne) was lost in the wreck, said :- I straight for the light until you edge away took charge of the deck at 8 o'clock on the for the channel; and I should be sure night of the 17th, relieving the chief officer, | was near the Island before bearing off. In Mr Hunter. We were steering E. & S. by thick rainy dark weather, when the lights the compass, that is E. 2 S. true, -the course are visible, I should use this channel in given by the chief officer, who told me the preference to all the others. vessel was going 81 knots. The wind was By Captain Ashton :- If I felt certain of about N.E. by E., a moderate breeze then; my position I should not slow my engines; night very dark. We continued on that but if I had the least doubt I should reduce course till about 8.30. There were no speed very considerably. ladsmen in the chains then. At 8.80, al- | Captain Ashton : If you had kept away, tered the course, by Captain's orders, to E. and had the light on your port, would you 4 N. by the compass, E. & N. true. The slow !-- I would not keep away until I was Lammock light was in sight when I got on quite sure I was close to the Island, a disdeck, and the course to which the vessel tance say of a quarter of a mile, was changed was straight for the light. By Capt, Monuen :- there is no means About 9.50 the Captain came out on deck, of determining your position except abs .looked at the light, and then ordered me to lutely seeing the Island. The lead is no alter the course to E. by N. Showery squalls guide. The island is steep to. were constantly coming over us. The effect Fredrick Goode, in command of the of altering the course was to bring the light | Hailoong, deposed :- I have been at sea a yery little on the starboard bow. Kept since 1866; on the China Coast since tain ordered the course to be altered 1878. During the time I have always used to E. by N. 2 N. by compass, the channel between Lammock Island and the Captain told me to put a man in the since the light was established, except in chains, and we kept the lead constantly heavy fog. I have been through at least going, but got no coundings. The lead is 30 times, always at night, I went through hove from forward of the wheel on the this channel on the morning of the 18th, starboard side. He would have a scope in | shortly after four o'clock . It was quite heaving of two fathoms; and some 13 dark, with heavy equalls of rain from fathoms of line. With this scope botton E. N. E. I did not slow the engines. Edo quite bright. So far as I know, this course in after I have taken charge of the watch. time she struck.

the Captain have altered the course a going from Amoy to Swatow. quarter of a point or so without your knowing ?"

Witness said i-Yes, I was keeping a look out with the glasses. I thought we were getti g close up to the light. Between ten ney Bluff passage, going from Amoy to minutes and a quarter past 11, there was a spected bright flash of lightning and heard the Captain say "O. I see it," diately afterwards the vessel struck. with what rought. A lead was gast over the was.

considerably mistaken.

By Mr Gibb :- The distance from the The evidence being read over to witness

she would slip off the rocks. The engines water, shortly after day-break, by which was hauging about, -a haze, I should he wished to say that there was no particular brilliancy about the light that night; it the fires, when we eased off steam. While officer returned once to the ship and brought By Captain Ashton :- When I took the was just the same as usual. He remembearings of the light I could not tell the bered the Captain making a remark as to the light altering its bearings very rapidly

Edward Burnie; -I am a master mariner. and have been on the China coast since 1860. I have been in command of a steamer since 1868. I have been accustomed to run between Hongkong, Swatow. Captain Ashton asked to be allowed to Amoy, and Foochow. My custom, running Capt. Burnie had been through the Channel Lammock Island, and the White Rocks, where we have had I ghts for the last four The President said he had, individually, years. The lights are so powerful that I have done so opce. I have passed Captain Ashton did not wish to call the through the channel five times at night witnesses if the Court considered it unne- since the light was established. The character of the deception is that one imagines

on this course till 10.45, when the Cap- January 1870, and in command since April BAROMETER- 9 A.M .... A few minutes after receiving this order, the White Rocks coming down from Amoy, Thermometer-9 A.M .... could be atruck in 74 fathoms at the rate not remember ever once seeing the engines the ship was then going. About 5 minutes slowed there on any ship I have been an afterwards the Capt. altered the course back officer of. So far as I know it is not the to ha N. true; then the light was a little on general custom to slow the engines in apthe port bow i we could see it very plainly, proaching this channel. We generally pass was continued up to a lew seconds of the I have nearly always been on deck when we have passed through. I cannot re-Asked by Captain McEuen !- "Might member ever having used this channel Br Mr May |- I have nearly always seen

the island, I find my position by the bearings of the light. I have used the Namos Strait once, and generally the Three Chim-Swatow.

Lam Fook Too, deposed !- I was a seaman on board the Yesso, and remember the night meaning the Lammock Island) he then gave | she went on shore. I went on the look out the order to port the belm, and imme- from ten till twelve. It was very dark. I saw two lights, one white, one red, but I engines were at once stopped, and orders | saw no land up to the time the vessel struck, given to clear away the boats. The car- I neither saw rocks nor breakers. I could penter sounded the well,-I do not know not see the island on which the light-house

Sattu, a Mohammedan, quarter-master.

Balam, quartmaster, deposed -I was sent into the chains at 10.80; found no

It being held by the Court unnecessary Mr May :- Can you account for your so to call more witnesses, the whole facts as to your hands, and my character as a Had this preternatural brilliancy of the careful shipmaster depends upon whether Lammock light ever struck you before ?- you censure me or not. I should bea of you before coming to a decision, to take By Capt. McMurdo :- Looking through into consideration that coasting steamers that was only immediately before we struck, channels, and that also at night and in ing, every ship-master knows that it is By Captain Ashton:-I did not report to always liable to error while navigating in than to their dead reckoning. I think on this occasion my dead reckoning was not far from the truth; but my sye-sight de-

The Court was then cleared, and after a Officers, and the Boatswain. I do not know all night. The light appeared much closer mile distant. I have been in command of reported nothing. I cannot say I saw the deliberation lesting nearly two hours, the how many people were in the boats. They when we struck than we found it actu- a steamer here myself, for two voyages. man after 10 o'clock, but I believe he was Court was re-opened, and the President were loaded with due regard to safety. All ally to be when daylight came. It appeared I came down the other way by the Namoa attending properly to his duty. I think I stated that a conclusion had been arrived the rest of the people on board I ordered to me about a mile off. At night it Straits, Had I been in command of the would have noticed his absence or inatten- at which could not be made public until approved by His Excellency the Governor.

Quotations. Hongkong, March 26, 1879. OPIUM -New Patna, cash .... \$560 Old Patna, cash, ... New Benares, cash, 535 Old Benares, cash, -New Malwa, cash, 780 Allowance Old Malwa, cash, --gredit, 780 Allowance Taels, -Exchange. 30 days' sight, 6 months' sight, ... 3/7 3/78 Credits, Documentary, 6 months' sight, 3/75 India, Wire,... demand,... ... Shanghai, demand, ... ... 80 days' sight, ... Bar Silver, 17 dwts. B., ...

Mexicans, ... ... Gold Leaf, 991 fine ... Sovereigns, ... ... Shares. Hongkong Bank, 28 % prem. Union Ins. Society of Canton, \$1,450 North China Ins. Co., Tis. 1,30) China Traders' Ins. Co., \$1,800 Yangteze Ins. Assoc., Tls. 700 Chinese Insurance Co., \$285 B.K. Fire Ins. Co., \$700 China Fire Ins. Co., \$161 H.K. & W. Dock Co., par,

H.K. O. & M. S. boat Co., \$7 dis. Shanghal Steam Navigation, Tls. 17 China Coast St. Nav. Co., Tls. 96 .. Hongkong Gas Co., \$70 Hongkong Hotel Co., \$65 China Sugar Refining Co., \$120, Chinese Imperial Loan, £113, of 1877, £110, Temperature.

(Taken at Mesers Falconer & Co.'s Premises Queen's Road.)

|Bongkong, March 26, 1879. \_4 P. M .... (Wet buib) 9 A.M. 1 P.M. 4 P. M. 7B Do. Maximum Do. Minimum over night .

Shipping Intelligence. The following is corrected from the latest London and Colonial Papers, &c .:-VESSELS TO ARRIVE.

AT HONGKONG. Bremen 19. Hermann, Hamburg Cardiff. 29, Rosaire, Flushing 18. Blonheim, 21. Kong Bee (s.), London Cardiff 23, Glamia Castle, 81. Glencoe (s.), 2. Vale o' Doon. 6, Glanfalloch (s.), London

To Let. TO LET. TIOUSE No. 4, PEDDAR'S HILL, DAVID SASSOON, SONS & Co. Hongkong, March 25, 1879. TO LET. (WITH IMMEDIATE POSSESSION.) THE LOWER STOREY OF FAIRLEA, West Point, with separate Entrance. Gas and Water laid on; with Garden. Apply to SHARP, TOLLER & JOHNSON, Solicitors. Hongkong, March 25, 1879. TO LET. MARINE HOUSE, QUEEN'S ROAD:-East-GROUND FLOOR, consisting of OFFICES, COMPRADORE'S QUARTERS, and Godowns. West.-A RESIDENCE, with Business Accommodation, complete. GAS and WATER laid on. Each of these Premises can be Let in whole or in apartments. Apply to E. R. BELILIOS. Hongkong, March 11, 1879. TO LET. N M O U N T. Possession on or before 15th May. Apply to GILMAN & Co. Hongkong, March 4, 1879. TO LET. DORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central Possession 1st March next. Apply to LANDSTEIN & Co. Hongkong, February 4, 1879. TO LET. OFFICES on the FIRST FLOOR, No. 8, Queen's Road. Apply to J. NOBLE, No. 8, Queen's Road. Hongkong, March 13, 1879. TO LET. TN the Houses on MARINE LOT 65, formerly known as the Blue Houses, cituate on Praya East :--FIRST FLOORS of Nos. 2 and 4, Praya East. As also,

A FRONT and BACK ROOM in the Dwelling to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession. TO LET.

TAIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented. For further particulars, apply to.....

MEYER & Co.

Hongkong, March 4, 1879.

TO BE LET.

On Shameen - Canton.

THE SPACIOUS PREMISES lately occupied by Messra Olyphant & Co., Comprising: Dwelling House, with Go-DOWN, TEA and SILK ROOMS attached. For Particulars, apply to

EDWARD, DAVIS,

Canton. Canton, March 12, 1879. TO BE LET.

TIWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to TURNER & Co. Hongkong, August 1, 1878.

TO LET.

TAIRST OLASS OFFICES and GO. DOWNS, Nos. 54 and 60, Praya Central.

Apply to WO HANG, Nos. 6 and 7, Praya West. Hongkong, January 2, 1879.



Malis.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDI-TERRANEAN PORTS, SOUTH AMPTON, AND LONDON;

ALSO HOMBAY, MADRAS, AND CALCUTTA, VIA BOMBAY.

PTIBE PENINSULAR AND ORIENTAL STEAM NATIGATION COMPANY'S Steam-ship BORHARA, Captain I. ORMAN, will leave this on SATURDAY, the 29th March, at Noon.

Tea and General Cargo for London will be conveyed vid Bombay without transhipment, arriving one week later than by the flirect route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to A. MolVER, Superintendent. Hongkong, March 18, 1879,

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE OENTRAL

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

ATLANTIC STEAMERS.

ITTHE S. S. GAELIC will be despatched for San Francisco via Yokohama, on. TUESDAY, the 1st day of April, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe. Connection is made at Yokohama, with

Steamers from Shanghai. Freight will be received on Board until 4 p.w. of the 31st March. PARCEL PAUKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION Is made on RETURN PAS-RAGE TICKETS. Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. G. B. EMORY, Agent. Hongkong, March 22, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, FOINT DE GALLE,

ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO, PONDICHERRY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

ON SATURDAY, the 5th April, 1879 at Noon, the Company's S. S. AMAZONE, Commandant LORMIER, with MAILS, PASSENGERS, SPECIE, and OARGO, will leave this Port for the

above places. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 4th April, 1879. Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the

Company's Office. G. DE CHAMPEAUX,

Agent. Hongkong, March 25, 1879. U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP, COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUGHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U.S. Mail Steamer ALASKA will be despatched for San Francisco. via Yokohama, on TUESDAY, the 15th

April, at 3 p.m., taking Passengers, and reight, for Japan, the United States, and Kurope. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and

Inland Cities of the United States via Overland Rallways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers. Through Passage Tickets granted

England, France, and Germany by al trans-Atlantic lines of Steamers. On Through PASSAGES to EUROPE, A REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS OF THE ARMY AND NAVY,

AND MEMBERS OF THE CIVIL AND CONSULAR SERVICES IN COMMIS-SION. Freight will be received on board until 4 p.m., of 14th April. Parcel Packages

will be received at the office until 5 p.m same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Involces to accompany Overland

Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co . Agenta. Hongkong, March 21, 1879.

Insurances.

ROYAL INSURANCE COMPANY. THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company. Hongkong, October 27, 1874.

SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

THE Undersigned having been appointed Agents for the above Company, have This Day taken over charge of the Hongkong Agency, and are prepared to grant INSURANCE On MARINE RISKS at Current Rates to all parts of the World.

MEYER & Co. Honghong, February 10, 1879,

insurances.

QUEEN FIRE INSURANCE COMPANY:

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Bulldings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premia.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND\_LIFE.)

CAPITAL, -Two MILLIONS STEELING. THE Undersigned are prepared to grant

POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Barbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors

for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG. GENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang. kisks accepted, and Policies of Insurance

granted at the rates of Premium current at the above mentioned Ports. NO CHARGE FOR POLICY FEES, JAS. B. COUGHTRIE,

Hongkong, November 1, 1871. THE LONDON ASSURANCE.

Scoretary.

INCORPORATED BY ROYAL CHARTEB

His Majesty King George The First, A. D. 1720.

HE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:-Marine Department,

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia. Fire Department. Policies issued for long or short periods at

current rates. A discount of 20 % allowed. Life Department. Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824. Capital of the Company £1,000,000Sterling of which is paid up £ 100,000 Reserve Fund upwards of £ 120,000 ,

£ 250,000

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

Annual Income

HOLLIDAY, WISE & Co. Hongkong, October 15, 1868. THE SCOTTISH IMPERIAL INSUR-ANCE COMPANY.

THE Undersigned having been appointed AGENTS in Hongkong for the abovenamed Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premia for Life Insurance in China. MEYER & Co.

Hongkong, August 18, 1878. CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

DOLICIES granted at current rates on Marine Risks to all parts of the World. Cargo should be sent to the Company's In accordance with the Company's Articles | S of Association, Two Thirds of the Profit, are distributed annually to Contributorss Y whether Shareholders or not, in proportion to the nett amount of Premis contributed by each, the remaining third being carried to Reserve Fund.

> J. BRADLEE SMITH. Secretary.

Hongkong, Desember 9, 1878.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament. Established 1809.

CAPITAL #2,000,000. THE Undersigned, Agents at Hongkong

I for the above Company, are prepared to grant Policies against FiRE, to the extent of £10,000 on any Building; or on Merchandise in the same, at the usual Rates, subject to a discount of 20

GILMAN & Co., Hongkong, July 8, 1875,

# Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivais and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works.

4. From Harbour Master's to the P. and O. Co.'s Office.

2. From Gas Works to the Novelty Iron Works.

5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier. 3. From Novelty Iron Works to the Harbour Master's Office. 8. From Pier to East Point.

Seamen   S	Vessel's Name.	duchor-	Captain.	Flag and Rig.	Tons.	Date of Arrival.	TATION OF THE PROPERTY OF THE PROPERTY OF	Destination,	Remarks.
Albert   Burgo   Ger.   str.   Albert   Str.   St	Steamers	<del></del> -							
Argyll		7 h	Bunio	Ger. atı		Mar.	I	South Sea Island	put back
Solidons		-		<b>.</b>	1271	Mar. 20	Jardine, Matheson & Co.		
Bokhara		l .		of the g	r.   -789	Mar. 2	5 Siemssen & Co.		BF.11. 00:15
Bowbay   1 h	Bokhara	бс	Orman	Brit. st	r. 1775	Mar. 2	5 P. & O. S. N. Co.	Europe, &c.	Meils, 29th
Bowen			•		r. 749	Feb 1	2 Kwok Acheong	A St. Thenton	
Cheang   Rouk Kian   Webb   Srit   str.   566   Mar.   14   Sun   Hin Chan   Douglas   5 b) Young   Srit   str.   569   Mar.   28   Douglas   Layrak & Co.					r. 1500	Mar. 2	6 Gibb, Livingston & Co.	Australian Ports	
Douglain and All Section 1997.  Douglain and Section 1997.  Dougla	Cassandra	2 h	Langer	Ger. st	r. 937	Mar. 2	1 Siemssen & Co.		Gandat City
Douglas	Cheang Hock Kian		Webb	Brit, st	r. 956	Mar. 1	4 Bun Hin Chan		
Fame					r.   1639	Mar. 2	4 Butterfield & Swife		
Filinthitin						Mar. 2	2 Douglas Lapraik & Co.		
Castle Co.					r. 117	? [	H.K. & Wipon Dock Co.		
Enalbous					r. 1230	i Mar. 1	9 Gibb, Livingston & Co.		5 - 1 y -
Mangroud   State   Communication   Communica						Mar. i	old and a simple to Co.		K'loon Dock
Nome   Section						Mar. 1	y Douglas Lapraik of Co.	1	
Panay					- 71	Mar. 2	O Diemssen of Co.	changhar	.0-405
Radnorshine		1		\$		Uline 2	Demodian & Co	Amov and Manila	
Sea Guil					1	o Mar. 2	Collibb Livingston & Co.	Dancy and Dimin	u u
Yottung	Radhorshire	7	c inomson	Brit.		o Mar C	A China Tradara' Insurance De	5 <del>.</del>	W Sec
Zophyr	Vattura	S.	DESYGOR	amer. B		g Mar C	NEK Muk Yupeuna	Swatow	-
Salibag Vesseste   Ablis N. Franklin   8   Chowes						I	(December 1) in the		
Abbie N. Franklin	vebuat	•  •	G Hener	DIII, S	LE. corre	*****	TURBUL OF VVI	a	
Abbie N. Franklin	California Tracas		7.4			·		•	
B. F. Watson	Abbie N Franklin	0	n Hower	Amine 2	10	0 Mar	60. & O. S. S. Co.		r i fa er e
Black Hawk	DE Mateur	١٥	o Hombies	A HIBT. DO	10. H	Man	8 Butterfield & Swire		*
Cartie   Wyman   7   Cartie   Cartie   Warden   Amer.   Amer	Block Howle	0	Peelest	Amer. Do	b 110	A Jan	18 Vogel & Co.	San Francisco	
Catherine Marden	Carrie Wuman	. 0	o Randell	A WATE L	10 45	9 Mar	18 Meyer & Co.		
Charmer	Catherine Marden	1	Mardan	Rait Qm	10. 20	7 Feb.	22 Cantain		
Choles Ciuraum Beadle Brit. sh. Brit. bq. Gr. bq. Silvabath Childs 4 blindbergh Ger. bq. Smil Julius 4 clumbergh Ger. bq. Smil Julius 6 clumbergh Ger. bq. Smil Julius 7 clumbergh Ger. bq. Smil Julius 8 clumbergh Ger. bq. Smil Julius 10 clumbergh Ger. bq. Smil Mar. 10 Mclobers & Co. Smil Julius 20 Museo & Co. Smil Julius 6 clumbergh Ger. bq. Smil Mar. 10 Mclobers & Co. Smil Mar. 1	Charmer	1	o Lucoa	Amar :	h 133	3 Jan		San Francisco	4
Column	Choles	7	o Harrison	Relt by	39	4 Mar.	20 Douglas Lapraik & Co.		
Coeran   8 h	Cilurum	•	Readla	Beit.	188	6 Mar.	9 Wieler & Co.	4	Cos'tan Docl
Ellizabeth Childs					- (	8 July	18 W. H. Ray	Japan	
Emillo V.   3 c   Merello   Ital.   bqc.   Familio V.   Glores   Glore	Elizabeth Childs	14	c Lindbergh	Gar h	* · * [	1 Mar.	3 Wieler & Co.		
Mar.   19   Mar.   23   D. Musso & Co.   Forward						Mar.	19 Melchers & Co.		
Forward	Emilio V.	3	c Merello	Ital. b		4 Mar.	23 D. Musso & Co.		
Correct   Colden Fleece   Wiltshire   Brit.   bqe.   608   Mar.   106   Gilman & Co.   Co.   Wiltshire   Brit.   bqe.   608   Mar.   7   Vogel & Co.   New York   New York   Mar.   105   Mar.   7   Vogel & Co.   New York   New York   Mar.   106   Mar.   107   Vogel & Co.   New York   New York   Mar.   107   Vogel & Co.   Vog								Hamburg	K'loon Dock
Golden Fleece							17 Rozario & Co.	Portland (Oregon)	
Golden Rule	Golden Fleece		Wiltshire	Belt. b	ne. 89	B Mar.	10 Gilman & Co.		Wanchal Pie
Hazelburst,	Golden Rule	4	k Lewis	Amer.	sh. 119	5   Mar.	7 Vogel & Co.	1	
Highlander						77 Jan.	18] Vogel & Co.	New York	
Jacobine						52 June			
Johann Friedrich					ae. 41	17 Mar.	18 Captain		997 9 9 750
Johann Friedrich   3 c   Kroncke   Ger.   5g.   242   Mar.   8   Wieler & Co.   Simons   Brit.   5g.   280   Mar.   19 Tack Me Hong   Mangerton   4 c   Thompson   Brit.   5g.   5g.   242   Mar.   19 Tack Me Hong   Marquis of Argyll   3 c   Bradford   Amer.   5g.   5g.   242   Mar.   19 Tack Me Hong   Marquis of Argyll   3 c   Bradford   Amer.   5g.   5g.   5g.   242   Mar.   19 Tack Me Hong   Marquis of Argyll   3 c   Bradford   Amer.   5g.   5g.   5g.   Mehemish Gibson   4 c   Captain   Amer.   5g.   1133   Feb.   23 Butterfield & Swire   Oneida   5 k   Clyma   Brit.   5g.   238   Mar.   15 Captain   Orange Grove   3 c   Longmuir   Brit.   5g.   238   Mar.   15 Captain   Orange Grove   3 c   Colyma   Brit.   5g.   260   Mar.   21 Geo. R. Stevens & Co.   Republic   6 c   Holmes   Amer.   5g.   385   Mar.   21 Geo. R. Stevens & Co.   Stonewall Jackson   4 c   Taylor   Amer.   5g.   566   Jan.   Straathroor   4 c   Taylor   Amer.   5g.   566   Jan.   Straathroor   4 c   Bartlett   Amer.   5g.   560   Straathmore   4 c   Hemsworth   Brit.   5g.   560   Sumarlide   4 c   Tobiasen   Norw   5g.   560   Sumarlide   4 c   Tobiasen   Norw   5g.   5g	Jan Peter		Ewert	Ger. b	ae. 33	36 Mar.	18 Meyer & Co.	\$\$110000000000000000000000000000000000	Wanchai Pic
Louise	Johann Friedrich	[8]	o Kroncke			42 Mar.	8 Wieler & Co.		57-T3 1- CN-
Marquis of Argyll	Louise		Simons	Brit, a				d tenenentarintenti	MoD.'s Slip
Nehemiah Gibson 4 c Bradford Amer. bqc. 741 Feb. 23 Meyer & Co. Penobscot 4 c Chipman Amer. bqc. 1133 Feb. 23 Butterfield & Swire Oneida 5 k Clyma Brit. sh. 2253 Mar. 15 Captain	Mangerton	4	c Thompson	1	qe. 3	30   Mar.			
Nehemiah Gibson	Marquis of Argyll	3	c McKeon	Brit. b	qe.   80	00 Dec.		Bangkok	
Oneida	Nehemiah Gibson	4	c Bradford	Amer. b	qe. 7				
Orange Grove 8 c Longmuir Brit. bqe. 385 Mar. 21 Geo. R. Stevens & Co. Quickstep 8 c Barnaby Amer. bqe. 826 Mar. 13 Master Republic 8 c Holmes Amer. sh. 1861 Staut 7 c Aachehong Norw. bqe. 581 Mar. 16 Douglas Lapraik & Co. Stillman R. Allen 4 c Taylor Amer. bqe. 586 Jan. 26 Vogel & Co. Stonewall Jackson 4 t Millar Srit. bqe. 586 Jan. 26 Vogel & Co. Stracthmore 4 t Millar Srit. bqe. 500 Dec. 17 Vogel & Co. Strathmore 4 t Millar Srit. bqe. 500 Dec. 17 Vogel & Co. Stumatra 3 k Clough Amer. sh. 1000 Sydenham 4 c Miller Brit. sh. 1033 Jan. 9 Vogel & Co. Sydenham 4 c Miller Brit. sh. 1033 Jan. 5 Vogel & Co. Tartar 4 k Kaemena Ger. bg. 256 Mar. 24 Melchers & Co. Thomas Fletcher 3 k Crantal Amer. bqe. 682 Jan. 9 Russell & Co. Thomas Fletcher 3 k Crantal Amer. bqe. 645 Feb. 28 Captain Trans 7 c Berg Norw. bqe. 645 Feb. 28 Captain Dohann Schmidt Bertelsen Ger. Sm. sc. 295 Mar. 20 Arnhold, Karberg & Co.  WHADMPOA Friedrich Bertelsen Ger. Sm. sc. 295 Mar. 10 Melchers & Co. Johann Schmidt Brit. bqe. 648 Mar. 10 Melchers & Co. Johann Schmidt Brit. bqe. 648 Mar. 10 Melchers & Co. Johann Schmidt Brit. bqe. 648 Mar. 24 Siemssen & Co. Scharton Ackermann Ger. str. 648 Mar. 24 Siemssen & Co. CANTON China 4 Co. Shanghai	Penobscot	4	c Chipman	Amer. b	ge. 11	83 Feb.			
Orange Grove	Oneida	5	k Clyma	Brit.	вы. 22	93   Mar.	15 Captain		
Republic					-1	1 - F			
Staut	Quickstep	8	c Barnaby	Amer. b	qe. 8	: 1			
Stillman R. Allen			,	,					
Stonewall Jackson4 k Bartlett	Staut	7	c Aschehong	Norw. b		1	1 — — — · · · · · · · · · · · · · · · ·	Partial Massach	
Stracathro 4 c Millar Srit. bqc. 1159 Dec. 17 Vogel & Co. Strathmore 4 k Hemsworth Brit. bqc. 500 Dec. 21 Captain Sumarlide 500 Dec. 21 Captain Sumatra 8 k Clough 500 Dec. 21 Captain Sumarlide 600 Dec. 21 Captain Sumarlide 7 Co. Sumatra 8 k Clough 600 Sept. 5 Russell & Co. Sumatra 600 Dec. 21 Captain Sumarlide 7 Co. Sumatra 7 Co. Sumatra 7 Co. Sumatra 8 k Clough 600 Sept. 5 Russell & Co. Man. 24 Melchers & Co. Man. 24 Melchers & Co. Sumatra 9 Russell & Co. Sumatra 9 Russell & Co. Sumarlide 7 Co. Sumatra 9 Russell & Co. Sumarlide 7 Co. Sumatra 9 Russell & Co. Sumarlide 7 Co. Suma									<del>]</del>
Strathmore							SULTABBOIL OF CO.	3	T
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Thos. A. Goddard 4 c Smith	Sydenham	[4	c Miller	Brit.	- 1 -		allan To an an		
Thomas Fletcher 3 k Pendleton Amer. bqc. 645 Feb. 28 Captain Mar. 20 Arnhold, Karberg & Co.  WHAMPOA Friedrich Berg Ger. 8m. sc. 295 Mar. 8 Wieler & Co. Johann Schmidt Bösche Ger. bqc. 438 Mar. 10 Melchers & Co. Dudfield Brit. bqc. 472 Mar. 17 Order Chefoo & Newchwang  CANTON China Ackermann Ger. str. 648 Mar. 24 Siemssen & Co. Shanghai					~P'  _			I	-
Uranos					T		T-1	TION TOPE	1
WHAMPOA Friedrich Johann Schmidt Lota Dudfield  Ger. 8m. sc. 295 Mar. 8 Wieler & Co. Bösche Ger. bqe. 438 Mar. 10 Melchers & Co. Dudfield  Mar. 17 Order  CANTON China Ackermann Ger. str. 648 Mar. 24 Siemssen & Co. Shanghai	• —		1 — <i>*</i>	1					
Friedrich	Uranos	7	c Berg	Norw.	ođe'   4	An Latur.	Zu vermona, verbeig & co.		3 3 7
Friedrich	4 Y	1	X 4			. 1.			
Johann Schmidt Bösche Ger. bqe. 489 Mar. 10 Meichers & Co. Chefoo & Newchwang China Ackermann Ger. str. 648 Mar. 24 Siemssen & Co. Shanghai			n u t			10t 1#	p Winia & Ca		
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CARTON China		- 1			. + 1		. in a		nal
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# Men-of-war in Hongkong Harbour.

	5							
Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	Н. Р.	Date of Arrival.	Commander.
Ashuelot Charybdis Fly Iron Duke Juno Lily Meeanee Mosquito Victor Emanuer Wolf	7 h A. D. 6 h 6 h	U. S. British British British British British British British British German	corvette corvette gun vessel Flag-ship (iron-clad) corvette gun vessel military hospital gunboat Corimodore's flag-ship gunboat	1370 1506 584 3787 1029 700 2591,2 495 3087 428	6 s 17 4 14 8 3 4 20	700 400 120 800 400 95	Feb. 12 Mar. 19 Dec. 21 Mar. 15 Mar. 26 Jan. 28 Jan. 80 Mar. 25	Geo. H. Perkins Chas. F. Hotham M. McNeil Henry Cleveland James A. Poland B. E. Cochrane LtCom. G. A. Grey Commodore Watson Becks

HONGKONG, MACAO AND CANTON RIVER

CHINESE GUN-VESSELS IN CANTON THE POST TAKE

5 ¥		STEAMERS		WATERS, &c.						
Name. Fatchoy Ichang Kin Shan	Tons.  153 700 457	Captain.  Coulsen Martin Benning, T.	Owners.  G. McBain Butterfield and Ewire H., C. & M. S. boat Co.	Name.  An-lan Chen-jui Chen-to Ching-on Ching-po	Tons.  221	Guns. 8 8 7 2 6	70 20 70 40 60	Commander.  J. Godsil A. Walker Stewart Chinese Adn Iral		
Kiu Kiang Kienchow Powan Sir J. Jeejeebhoy Spark White Cloud Yotsai	617 348 Browne 1890 Benning, A. 184 140 Hoyland 280 Cary 160	Kwok Acteong H., C. & M. S. boat Co. Kwok Acheong H., C. & M. S. boat Co. H., C. & M. S. boat Co. Kwok Acheong	Chun-tung Li-she Peng-chou-hai Quang-on Shen chi Sui-taing Tching-taing Tsing-po	150 80 600 120 180 160 160 100	24445468	40 20 120 40 60 60 60 40	Chun Fi Hu Read O. H. Ps'mer Li Ping Tys H. Wade J. Calder Bessard Uning			

and the second s	Almost the second company of the second	The second secon		CHECK COMMISSION OF THE PARTY O
March 15, 1879.  March 15, 1879.  MERCHANT STEAMERS.  Tah Yew for Shanghai  MERCHANT SAILING VESSELS.  Anton Gunther German barque  Hermann for Newchwang  Vale of Nith for Shanghai  Willie British schooner  MEN-OF-WAR.  Sheldrake H. M. gunboat  Ling Feng Chinese cruiser  SHIPPING IN SHANGHAI HARBOUR.  March 22, 1879.	Chinese Diomed Flora McDonald Flora McDonald Fluyew Gordon Castle 'se-an Hac-san Hac-san Hankow H. C. Creted Kiang-pian Kiang-pian Kiang-pian Kiang-yuen Oriesa Paoleong Ta-yue-fung Thibet	oritish Chinese Critish Chinese Critish Chinese Chinese British Danish Chinese Chinese Chinese Chinese Sritish British British British British	Edith Ella Beatrice Fiery Cross Forward Ho Humboldt Irasu Jerfalcon Leander Magdala Moorburg Nourmahai Queen of the West Ta Hongkong Vesta Vesuvitis Von Werder	American ship British barque British ship British ship American ship British barq e british schooles British ship British ship British ship German schooles for London British barque Sismese ship American bris American bris German barque
MERCHANT STEAMERS,	MERCHANT &	ailing vessels.	MERC	JP-WAB.
Amoy British Bokhara British	Argus Birchvale Birket	British ship British barque British ship	Egeria Freya Monocacy	H. M. gunbeat German corveits U.S. corvette
* Since left port, or arrived at Hongkong.	Connaught Ranger	British ship	Swinger	H. M. gunboat

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